

SLOW PROGRESS WITH ESTIMATES

Votes for Richmond, Okanagan and Skeena Criticized by the Liberals

SETTLEMENT WITH G. T. P.

Rumored That Bill Authorizing Settlement Will Be Introduced Today

(From Friday's Daily)

The consideration of the votes for road work in five constituencies occupied the legislature yesterday afternoon.

The first was the vote to Okanagan. Some little discussion upon the vote for Revelstoke followed, but the debate was longest and incidentally loudest on the part of several of the Liberal speakers when the vote for Richmond was reached.

The leader of the opposition, J. A. Macdonald, went into the details of the lands at Point Grey at some length, and claimed that there was a scandal of colossal magnitude.

The government had bribed the electors of the district to support the sale of the lands of Point Grey to the G. T. P. and had then disposed of it. It would have been unjust to have taken away a quarter of the individual lots and sections sold.

The debate lasted a considerable period, as did the discussion with regard to the vote for Skeena. This amounts to \$28,000. In the supplementary estimates there is an item of \$20,000 additional, so that Skeena will have about \$48,000 spent upon its roads in this year. This, however, struck the Liberals as much too small, and the different speakers waxed eloquent upon the matter.

Hon. W. J. Bowser hinted his belief that the rumored Dominion bill in that district had something to do with this zeal.

It is expected that the estimates will be concluded at this afternoon's session of the legislature.

The negotiations with the Grand Trunk Pacific officials now in the city are understood to be proceeding to the utmost satisfaction. It is rumored that a bill confirming the arrangement will be brought down by special message either today or tomorrow.

The Victoria Waterworks bill will come up before the private bills committee today. This is probably the final session of that committee and the fate of the bill will be decided. The bill is so much improved that it is probably decided, so far as the committee is concerned, one way or the other.

The belief is that the session will terminate about Wednesday of next week. There will be no evening session today. Tomorrow, Saturday, there will be sessions both afternoon and evening.

The Speaker took the chair at 3:15 o'clock.

Private Members' Day.

In answer to Mr. Hawthorthwaite who protested against the loss of private members' day.

Hon. Mr. Macdonald: I can assure my honorable friend that there is no desire whatever on the part of the government to interfere with or to delay the passage through the house of bills which are in the hands of private members. The practice of putting the consideration of the estimates before all other business has always obtained, but I can assure the honorable gentleman that private members will be given every opportunity for passing such legislation as they may desire to forward.

Mr. Hawthorthwaite: I accept the assurance of the hon. the premier.

Vote For Okanagan.

The house resumed in committee the consideration of the estimates.

On vote 151, under the head of public works, roads, etc., Okanagan district, \$38,000, Hon. Mr. Fulton stated that the road mileage now in question in that district was 656½ miles, which represented a mileage of 98; but this did not represent the whole mileage. The greater portion of the vote was to be expended on repairs.

Mr. Henderson figured out that this meant an expenditure of \$500 per mile, but on Hon. Mr. Carter-Cotton suggesting that it was much nearer \$50 per mile, he subsided into silence.

Hon. Mr. Fulton explained that the government action in Okanagan asked for \$57,750, which included \$10,000 for the Enderby-Mabel lake road, \$25,000 for the latter item appeared in the estimates, \$10,000 for the Skeena, and while the department asked for \$25,000 for a road on the west side of Okanagan lake, which road was more or less badly needed, only the sum of \$5,000 would be here spent for the purpose of beginning work upon this highway.

Mr. Oliver plumed very extensively into figures with the view of showing that Okanagan was receiving altogether too generous treatment from the government when the votes which were proposed for other constituencies were examined. Now some \$50,000 were to be expended in the Okanagan, while only \$10,000 were to be spent in Alberni, and these millions were to be treated proportionally. Alberni would receive a grant of some \$400,000. He wished to know how many miles of wagon road were to be found in the Skeena district.

Hon. Mr. Fulton: There are no wagon roads in that district, but there are a great many miles of trails. The Skeena district were treated on the basis of area, Skeena should obtain two million acres, while if they were treated on the basis of population, it should have some \$180,000. Instead of \$25,000, this was the amount of the proposed grant.

The vote was carried.

Richmond District.

On vote 153, Richmond district, \$19,000, Mr. Parker Williams (Newcastle) moved the house by moving a resolution that instead of directing that this vote should not be made for more than \$100,000, it should be made for an amount not exceeding \$10,000, but as an amount which was to be merely a preliminary to further expenditure.

Hon. Mr. Carter-Cotton smilingly

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The Big Black Plug.

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stated that the amendment was clearly out of order.

Mr. Macdonald (Rossland)—In the case of Richmond would it not be better to vote nothing at all, and permit the hon. the president of the council to have expenditure made in his discretion managed by Royal warrant. (Some laughter.)

The amendment was declared out of order and the vote passed.

Work at Point Grey.

In reply to Mr. Oliver, Hon. Mr. Fulton stated that \$40,234 of the \$50,000 vote 168, for South Vancouver, including Point Grey, was intended for the Skeena. The further sum of \$48,000, for Hastings and Point Grey, appeared in the supplementary estimates. Last year's vote of \$25,000 for this locality had been over-expended to the extent of \$8,000.

Mr. Macdonald called attention of the committee to the sale of government land at Point Grey, which took place about a year ago, when purchasers were informed that they would not be required to surrender at any future time one-quarter interest in the government. This offer, in his opinion, was a direct inducement to vote for supporters of the present government, as a general election was at the time approaching, and what had been done in the past, developed into the present scandal. He hoped that the government would in the future abide by the regulations which were contained in the land laws of the province.

Defends Government Policy.

Hon. Mr. Carter-Cotton said that he could not allow the remarks of the hon. the leader of the opposition to pass without comment. But the hon. gentleman had merely misinterpreted the circumstances. While the hon. gentleman gave full credit to the hon. gentleman for sincerity, the hon. gentleman evaded the question of the real facts. The government had made no undertaking in the manner represented, nor had the land laws of the province been broken.

Hon. Mr. Oliver said it appeared that \$140,000 were to be expended in the district of Richmond, while \$28,000 were to be expended for Skeena, and he dwelt at considerable length upon what he termed a most iniquitous transaction.

Hon. Mr. Carter-Cotton: Does the hon. gentleman charge me with crookedness?

Mr. Oliver: I cannot conceive of any straight-minded man supporting such monstrosities and such iniquities.

Hon. Mr. Carter-Cotton: I am sorry to see the hon. member sink to such a level as is evidenced by the declarations which he has made, and that for the sake of private kudos, or political advantage, he should make such very ridiculous statements as those which he has just made. I think this afternoon (Hear, hear) I think I need not take the time of the committee any longer in respect to the Richmond vote. I may say that this money has not been spent for the advantage of Richmond, but simply for the improvement of lands which are owned by the government. (Hear, hear) The hon. gentleman speaks about the need of trails, but does he think the people of Squamish and Pemberton Meadows have no right to roads in order that they may get to market? Some of these people, although they have lived there for years, have no better roads than they had 10 or 15 years ago. And further, the sum which is being spent for roads and trails in the Squamish valley, and on the Pemberton Meadows trail, is not anything like what it ought to be. (Hear, hear) I am quite sure that the vote for large expenditures in Skeena as well as in other places, which the hon. gentleman knows very well, is being particularly in question.

He opened up in anticipation of the early closing of the session, a bill entitled "An Act to Amend the Health Act Amendment."

The bill was read a first time.

Relief at Nanaimo.

Prior to the adjournment of the house J. H. Hawthorthwaite, of the Central district, proposed relief work at Nanaimo and the district of which he understood had arisen.

Richard McBride stated that in consequence of the request made some days ago by the member for Skeena, the government had decided to start a relief work at Nanaimo.

The Nanaimo papers of a recent date had gone on record as having action. They claimed that the condition of the district was such that a relief work was necessary.

The chief commissioner had been in the district of Nanaimo and had seen the conditions. He had been in the district of Nanaimo and had seen the conditions. He had been in the district of Nanaimo and had seen the conditions.

Mr. Oliver stated that had Cranbrook been afforded the same consideration, its vote in proportion to its size would be \$45,000 instead of \$5,000.

The government in preparing these estimates had been guided with regard for neither equity nor justice.

Similkameen's Grant.

For Similkameen the vote proposed was \$34,750 for roads, streets, bridges and wharves. In all there is 540 miles of road and 7 miles of trail. The chief commissioner announced that the government had decided to start a relief work at Nanaimo.

Mr. Oliver was heard again in this connection. Similkameen was only a little larger than Okanagan, and the same arguments he had brought forward in connection with the vote for that district held good in the present instance. In addition to the figure quoted, there was \$10,000 for the Bear Creek road in this district.

In reply to a question from the member for Delta, the chief commissioner informed him that the requisitions of the road superintendents and government agents did not include amounts desired for new roads. The requisition only included the recommendations for repairs and maintenance.

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Dr. Kergin Has Maps.

With regard to the vote for Skeena, the member, Dr. Kergin, was heard at some length. He had provided a number of maps, showing the district, which he distributed amongst the members.

It was by far the largest of any constituency in the province, and he did not believe that the government was giving it proper consideration when they set aside the estimates only \$28,000. The country was opening up and expanding, and roads and trails were urgently needed. A vast area suitable for agriculture was being opened up, and it was generally recognized that what the country needed was the present juncture is a farming population. The only thing which stood in the way of the development

of the district was the lack of roads and trails.

Drawing the attention of the members to the map, the member for Skeena stated that a road from Bella Coola to Hazelton was a necessity, as it passed through the area which was entirely available for farming. A road from Hazelton to Skeena would connect with a road from Bulkley to connect with a road from Hazelton to Skeena.

After further particulars on roads required upon the main road, Dr. Kergin referred to the needs of Graham Island. There was a large tract of land upon the island, but there was no communication with it. It was impossible for settlers to travel from Skeena to their holdings by water, as the passage through the Skeena strait was one of the stormiest on the Pacific coast. A wagon road from Skeena northwards was a necessity.

He realized that protest upon his part was futile, and he could not hope to have the sums he had included in the estimates at the present time. The matter was in the hands of the government. He trusted that the government would be brought to realize the conditions existing and would act accordingly in the matter of trunk roads. Settlers and prospective settlers were becoming discouraged, and it was his hope that the government would be brought to realize the conditions existing and would act accordingly in the matter of trunk roads.

Skeena had contributed \$18,000 to the revenues of the province, and so far had received \$60,000. (Opposition applause.)

Total Amount of Grant.

Hon. F. J. Fulton drew attention to the fact that in addition to the \$28,000 to be voted, the district had received \$18,000 last year, and in the supplementary estimates there was included an item of \$20,000. There was available actually some \$45,000 for expenditure on Skeena district upon roads, from now until April 1, 1939.

The Island.

Mr. E. McPhillips, K. C. (The Island), complimented the member for Skeena upon his excellent presentation of the needs of the district. If the amount in the estimates were too small, he was in order to make a protest. He was in order to make a protest. He was in order to make a protest.

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ANNOUNCEMENTS IN OFFICIAL GAZETTE

License and Police Commissioners Appointed—Companies Incorporated

The license and police commissioners for the different municipalities of the province are gazetted in the current issue of the British Columbia Gazette. The police commissioners are as follows:

Victoria: Ald. W. Mable, G. A. Fraser, Revelstoke: Ald. Geo. S. McCarter, Willis J. Armstrong; Cumberland: Ald. Alexander Campbell, Thomas McArthur, Grand Forks: Ald. James McArthur, David Whiteside; Greenwood: Ald. William Boyd Fleming, Langton Coles; Kaslo: Ald. J. W. Power, L. Hanna; Nelson: Ald. George Stead, William Irvine; Rossland: Ald. James Twaddle, Charles R. Hamilton, K. C.; Sandon: Ald. W. E. Gomm, John A. Black; Kelowna: Ald. H. Buckland, W. H. Rayner; Trail: Ald. Duncan Gillis, Francis E. Dockers; Cranbrook: Ald. James Ryan, George Thompson Rogers; Slokan: Ald. John Anderson, Denis St. Denis; Vernon: Ald. John Anderson, James Stodders; Kamloops: Ald. Hedley M. Miller, J. A. Gill; Enderby: Ald. J. L. Rutan, R. F. Bradley; Nanaimo: Ald. Edward George Cavasaky, William Dick, Sr.; North Vancouver: Ald. E. C. Crisley, Isaac Wallin; Fernie: Ald. John Douglas Waid, Ald. James A. Broley. The license commissioners are as follows:

Victoria: Ald. A. McKenna, L. Goodacre; Revelstoke: William P. E. Bate, W. Foster; Cumberland: T. E. Bate, John Peter Watson; Grand Forks: Ald. James McArthur, David Whiteside; Greenwood: Ald. James Sutherland, Duncan McIntosh; Kaslo: Ald. J. W. Power, L. Hanna; Nelson: D. C. McMorris, Charles Sewell; Rossland: Ald. James Twaddle, Charles R. Hamilton, K. C.; Sandon: Ald. James Wood, John J. Findlay; Kelowna: Ald. W. H. Geddes, E. W. Wilkinson; Trail: Ald. Duncan Gillis, Francis E. Dockers; Cranbrook: Ald. James Ryan, Henderson, James Henry Caslake; Slokan: Ald. John Anderson, Denis St. Denis; Vernon: Ald. H. W. Knight, W. F. Cavasaky, Kamloops: Ald. James H. Wilson, Beverley; Enderby: Ald. G. R. Lawes, F. H. Barnes; Nanaimo: Ald. Daniel Gregory Dailey, Frederick Isherwood; North Vancouver: Ald. William John Im, A. R. Steacy; Fernie: Ald. G. F. Johnson, John Barber.